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HONGKONG, THURSDAY, JUNE 30th, 1904.

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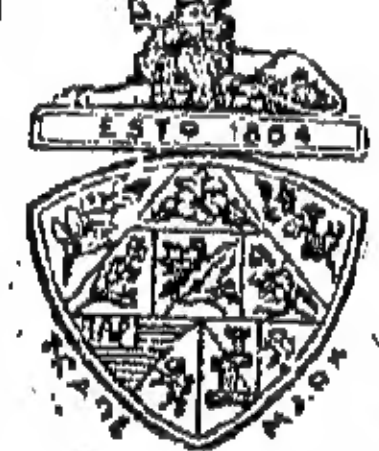
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Hongkong, 10th June 1903.

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THE HONGKONG DISPENSARY.
ESTABLISHED A.D. 1841.

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The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 30TH JUNE, 1904.

ARE the Japanese the "lost ten tribes of Israel"? This strange question seems to be commanding no small amount of attention in Russia just now. A paragraph in a London contemporary refers to the subject in these terms:—"The highly fanciful theory has been started in Russia that the Japanese are the lost ten tribes. The idea would be grotesque were it not that the anti-Semitic Press has seized hold of it and is using it as a means for stirring up a new anti-Jewish outbreak. Not only does the *Norvich Freeman* back the theory for 'all it is worth, but day after day it declares that the Jews of Russia are sending money and cruisers to their now-found brethren of Japan. There is, unfortunately, no story too ridiculous for Russian popular consumption at the present moment, and there is some misgiving in Jewish circles at home as to the effect of this new campaign."

To be sure the notion of the Japanese being of Hebrew descent does appear extremely grotesque; but the theory is not so new as the writer of the paragraph quoted above hastily assumes. Nor did the idea originate in Russia. Thirty years ago an English, or rather Scottish, Missionary—for his name was McLendon—propounded the theory in a badly-written and equally ill-printed book issued from a Nagasaki printing office. It was a work which the author states in the preface was "the result of much personal research and observation," and it was to be followed by a work of twelve volumes in which "a more accurate and detailed account of the origin of the Japanese, with a description of their Jewish belongings," would be given, but we are not aware that a publisher was found for those twelve volumes, or indeed whether they were ever written.

We had imagined that the author of this Quixotic little volume entitled *Epitome of the Ancient History of Japan* was entirely singular in his beliefs, and we are not a little surprised to observe that this somewhat whimsical theory of the origin of the Japanese has been propagated in Russia and is apparently meeting with acceptance in unexpected quarters. If it ever met with any acceptance among the missionaries in Japan, as the publication of a book dedicated by one missionary to another would seem to suggest, the idea has long since been given up as untenable. Nevertheless, in view of the attraction the idea possesses for the Anti-Semitic party in Russia, it will interest many readers to know something of the grounds on which the theory is based. It is, in the first place, declared that the Empire of Japan is peopled principally by three separate races, viz: (1) the Aino race, the aborigines of the north; (2) a little race (of Malay extraction) described as the aborigines of the south; and (3) the Jewish race, who are represented as "the descendants of the princes, samurai and people of JIMMU TENNO." The author claims that the ethnology and "all their belongings" prove the Japanese to be the descendants of SHIM, HAM, and JAPHET. The descendants of JAPHET are the Ainos; the Jewish race are referred to as the descendants of SHIM; while the little race must be set down as the descendants of HAM. We are naturally interested to discover in the first place how this alleged Jewish race which the author discovered in Japan travelled so far away from the land of Israel, and it is needless to say Mr. McLendon is not very convincing on this point. If we understand the somewhat involved and incoherent statements in the book aright, the lost Jewish tribes who had been "imprisoned in building the castellated cities of the Moles" occupied China and Corea in their progress across the continent of Asia, and reached Japan about 680 B.C. and it is to this conquering race, he argues, that the country owes its castles. Ancient pictures represent the princes of JIMMU TENNO "clad in the ancient armour of Assyria and Media and shod like the Princes of Israel with a dagger sword; they are represented wearing the tachi or Persian sword, and some have the spear formerly worn by the ancient Median infantry." Other ancient pictures, both Chinese and Japanese, show Jewish belongings, he says, mentioning among others Jewish temple instruments and weapons of war, while the physiognomy of the people in these pictures he declares to be peculiarly Jewish. There is much quotation from the Bible, including the Apocrypha intended to confirm—or had we better not say bolster up?—the theory which the author sets himself to establish. Thus we are told that, as it is written in 11 Kings xvii, 14, 15, 16, these lost tribes forsook the Lord their God, broke the covenant he made with their fathers, and did as the heathen around them. The fact that the Japanese have not retained the Jewish religion is accordingly taken as proof of their identity with the lost tribes. That they have completely lost the Hebrew language is accounted for by the statement that when the tribes of Judah and Benjamin returned from captivity they had completely lost their mother tongue after an absence of seventy years; and as to the absence of Jewish names in Japan, the explanation is offered that the captive Israelites of the tribe of Judah were given Chaldean names. We get in the book also the Japanese account of the pedigree of the MIKADO and his nobles compared with that of EMERAM and MANASSEH, and the mythological history of Japan is also compared with Biblical records, all proving to the satisfaction of the author the truth of his contention that the Japanese are descendants of the lost tribes of Israel. With regard to the ethnological evidence—of which most people who have dwelt a lifetime in Japan will, we venture to think, have found not a trace—we are asked to take note that when the tribes of Judah and Benjamin returned to the Holy Land they were accompanied by twelve thousand of the children of the ten tribes of Israel who had not worshipped the golden calves and who kept the covenant of circumcision. It is among the descendants of these that the author claims to have discovered the missing link in the ethnological evidence.

This fairly covers the general scheme of the book, but just now, when the world is speculating as to the future political complexion of Asia, we ought not to omit mentioning the author's prophecy that "the probability is China, Japan and Corea will again be united under the power of the Jewish race, with the Emperor of Japan at their head, as he can doubtless claim to be the head of the house of EMERAM, and as such has the best right to the title of TSKANI." So far as we are aware no authority on Japanese early history lends any countenance to the views put forward in this book, of which not many copies probably now exist, but in view of the recognition of the Japanese as Jews by the Anti-Semitic organisations of Russia this résumé of the grounds on which this theory of Japanese origin is based may not be found altogether uninteresting.

The Douglas s.s. *Hawana* is in dock at Kowloon undergoing an overhaul.

Seven cases of plague were notified yesterday, the year's total having now reached to 367.

Prince Adalbert (third son of the Kaiser), who recently passed through Hongkong, had an interview with the Emperor of China at Peking last month.

A memorial to Yermak, the conqueror of Siberia, was unveiled recently with great ceremony at Novo-Telersk, the chief town of the territory of the Don Cossacks.

The local agents for the procuring of coolies for the Rand are said to be having some difficulty in getting labourers. The camp at Laichikok is not very full at present.

The census returns show that the white population of Natal numbers 97,169 and the Indian population 100,916. The Kaffirs, inclusive of native areas, are estimated at about a million.

At the 35th international convention of the Y.M.C.A. in Buffalo, N.J., last month, representatives were present from every state and territory in the Union, Canada, China and Japan.

The Russian Academy of Sciences has offered 5,000 roubles for the discovery of the missing Russian polar explorer, Baron Toll, and 2,500 roubles for the finding of the first undisputed traces of his expedition.

The district attorney of Brooklyn, U.S.A., has refused to accept the local judge's decision in favour of Sunday baseball, and has appealed against it to a higher court. This should give pause to the Hongkong Golf Club.

Sergeant Perkins of the Police, who had his foot seriously injured while on duty with the Fire Brigade at the godown fire at Kowloon, is progressing favourably, and it is hoped will be able to leave hospital in the course of a week or two.

Inspector Donald J. McKenzie, of the Sanitary Department, has been transferred temporarily to the service of the Witraters and Mining Syndicate for the supervision of the coolie camp at Laichikok. In all probability he will accompany one or other of the transports to South Africa in the near future.

In forty-eight hours, from 10 a.m. on Monday to 10 a.m. yesterday the rainfall was 3.04 inches according to the observations taken at the Observatory. At Tytan the fall was 7.26 inches and at Pokfulam 5.17 inches. Since Monday the reservoirs of the Colony have probably received about one hundred million gallons of water.

The fact that the Empress Dowager of China has decided to sit for her photograph may not be due to the war, but the event possesses a significance not to be ignored, inasmuch as it has never happened before. It is a Japanese photographer, moreover, who has been asked to take the picture. It may at least be true that Japanese military success against the Russians has immensely increased Japanese prestige at Peking, leading directly to the triumph of Japanese photography over the photography of the rest of the world.

The last sketch made by Verestchagin at Port Arthur has been secured and despatched to St. Petersburg. It was made the day before the catastrophe to the *Petravskoye*, and is said to be a life-like representation in black and white of Admiral Mikoroff and his Chief of the Staff Rear-Admiral Mollas, who also went down with the ill-fated battleship. Admiral Mikoroff is portrayed in the act of an earnest consultation with Rear-Admiral Mollas. The expression of the features of both the late officers is said to convey very plainly the gravity of the position under consultation. One is not surprised to learn that a very high value is placed on this last product of the pencil of the distinguished Russian battle-scene painter, made, as it was, under such tragic circumstances.

The Municipal rates at Singapore amount to 14 per cent., 11 per cent. being the general rate and 3 per cent. the water rate. The legal limit appears to be 15 per cent. It may interest Hongkong taxpayers—as it must certainly have interested those of Singapore—to read the following expression of opinion by the new Governor (Sir John Anderson) in the course of a debate on municipal expenditures, which raised the argument that further borrowing powers were needed. Sir John Anderson is reported as saying that he thought 14 per cent. for all municipal purposes including water was an excellent reason why they should fix the limit at 20 per cent. He had had some acquaintance with other Municipalities and he thought if they went to what was regarded as the more favoured country of England, if they found any place where they got their water and their municipal rate at less than 30 per cent., well, he would like to know where it was.

TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

THE LATE ARCHBISHOP GUIDI.

MANILA, 29th June.

The remains of Archbishop Guidi, the Papal delegate to the Philippines, were borne to the Cathedral this afternoon to lie there in state until Friday.

A Requiem Mass was conducted by Archbishop Harty assisted by three American Bishops.

[REUTER'S SERVICE.]

THE KING IN GERMANY.

LONDON, 27th June.

The King has conferred the Grand Cross of the Victoria Order on Baron von Richthofen, the German Minister for Foreign Affairs.

SUPREME COURT.

Wednesday, 24th June.

BEFORE HIS HONOUR SIR W. M. GOODMAN (CHIEF JUSTICE).

IN BANKRUPTCY.

THE PO FUNG BANK.

Upon the application of the Official Receiver, the Court had ordered that an issue be tried as to whether Lo Yuk Shang, Kwong Kien Tong, and Kwong Yik Lam were partners in the Po Fung Bank at the date of the petition in bankruptcy being filed, or at such other date as the Court may determine.

Mr. M. W. Slade, barrister (instructed by Mr. H. W. Looker, solicitor, of Messrs. Deacon, Looker and Deacon), appeared for the men alleged to be partners in the bank; and other agents appearing were Mr. J. Hastings, solicitor; Mr. S. W. Tso, solicitor; and Mr. O. D. Thomson, solicitor.

The evidence in the case was concluded, and an adjournment was afterwards made until this forenoon.

CANTON.

[FROM A CORRESPONDENT.]

CANTON, 27th June.

THE DRAGON FESTIVAL.

Notwithstanding the official notifications which the Nantao and the Pan Yui magistrates have issued annually to prohibit the dragon boat races, still the celebration of the feast of the 5th day of the 5th moon was kept up merrily and well attended, and the long narrow dragon boats to the number of about thirty this year, had come from the different villages in the vicinity of Canton to the Pearl River for the races. Nearly all these boats were of the same type, with drums, gongs, banners, pilots and rowers keeping up a continuous yelling and beating drums and gongs. In one boat there was one fellow dressed as a mandarin to represent the ex-Nantao magistrate Pui carrying an opium pipe and a bag containing dollars, and another boat, which was considerably larger, carried a paper lion, and a foreigner wearing a mask with a big nose dancing and playing about with the lion. The spectacle attracted a great number of people, and flower boats crowded the upper and lower part of the river. As the dragon boats arrived at each station they received their prizes, consisting of a pair of geese, two jars of sausage, and a silk banner. This year, as they went to Wong Chik Kee to chin-chin the mother-dragon, they did not fight as they have done in previous years. Perhaps the Viceroy has inspired them with fear of the consequences.

THE EXTRADITION CASE AT MACAO.
Re the question of the extradition of the ex-Nantao magistrate Pui King Fuk, the late Prefect Shum and the two district magistrates Yow and Lao have returned from Macao to Canton and reported that the Portuguese authorities have concluded the investigation and are perfectly convinced of the guilt of Pui, and that a gunboat is lying in wait at Macao to take him back to Canton. It is rumoured, however, that Pui has "offered to become a Christian," and to subscribe a hundred thousand dollars towards the rebuilding of the ruin of St. Paul's if the priests would use their influence to get him acquitted.

A VICEROYAL LOTTERY.
Li Shi Kwai, who was accused of defalcation in the revenue derived from *fanton* establishments, and was ordered to pay a fine of 140,000 taels, is said to have fled to Bangkok at the same time as Pui King Fuk went to Macao. All his property in Canton has been seized by order of the Viceroy, and is to be disposed of by a lottery of 30,000 numbers at 86 each. The mode of drawing is to be the same as the Canton lottery, and the same machinery is to be used in the presence of the public. The Chinese have a saying that he who becomes rich by gambling is sure to be ruined by gambling.

AN UNFORTUNATE "SQUEEZE."
As customary when a Chinese official goes to make a call upon another official, the doorkeeper always demands a squeeze, otherwise he will say to the visitor that his master is either not at home, or too busy to receive a call. The other day, an official had occasion to call upon the Viceroy Shum, and refusing to pay the doorkeeper's squeeze, he was denied admittance. His Excellency found it out, and ordered the victors to punish the doorkeeper with 80 blows with a bamboo.

THE WAR.

[FROM OUR OWN CORRESPONDENTS.]

FURTHER JAPANESE SUCCESSES.

LONDON, 29th June, 10.45 a.m.

General Kuropatkin reports that the Japanese have captured the Feng-chuling and Motienling Passes.

It is also reported unofficially at St. Petersburg that the Japanese have captured Kaiping.

[The Passes captured by the Japanese are in the Motienling range of hills, south-east of Liangyang, and the probability is that they were taken only after very hard fighting, as the Motienling pass especially has always been regarded as a very strong position. No confirmation is yet to hand of the capture of Kaiping, but as a Japanese force was officially reported on the 22nd inst. to have occupied Hsiang-yao, which is only 23 miles south of Kaiping on the line of railway, it is not by any means an improbable story that they have reached Kaiping by now.—Ed.]

ANOTHER STEP TO PORT ARTHUR.

KOBE, 29th June, 6 p.m.

The Japanese have occupied Chikwan, which is another step in the direction of Port Arthur.

Severe fighting took place but the Japanese casualties are returned as not more than 100.

[REUTER'S SERVICE.]

GREAT BATTLE IMPENDING.

LONDON, 27th June.

Reuter's correspondent at the Russian headquarters at Liangyang wires that the united armies of General Kuroki and General Oku are now facing an immense army under General Kuropatkin. At least three times the number of troops engaged in previous battles are now prepared to fight. The proximity of the rainy season renders a great battle absolutely inevitable.

On the other hand a telegram from St. Petersburg asserts that General Oku is withdrawing and has apparently abandoned the intended junction with General Kuroki.

LATER.

Reuter's correspondent at Liangyang wires that though General Kuroki and General Oku's forces have now joined and are co-operating, the advance is altogether suspended.

Reuter's correspondent at General Kuroki's headquarters says that the Russians are mounting heavy guns on the wall of Liangyang and entreaching themselves in the plain to the south of the city.

COUNT TOLSTOI ON THE WAR.

LONDON, 27th June.

Count Tolstoi in an extraordinary nine-column letter to the *Times* violently assails the Tsar; he denounces the war as ascribable to the immoral ambitions of men sitting in their palaces and appeals to the people to refuse to go to the front.

RUSSIAN NEWS OF THE PORT ARTHUR FIGHT.

LONDON, 27th June.

In St. Petersburg, the only official news of the naval fight is a despatch from General Witger stating that the fleet had gone out and attacked the Japanese. The result is not known, but reports have caused the deepest dejection, mingled with bewilderment owing to six Russian correspondents having reported that the Russians were victorious.

COTTON AND CONTINUED WAR.

In the House of Lords last month, Lord Lansdowne announced that he had received a communication from the British Ambassador in St. Petersburg to the effect that only raw cotton suitable for making explosives had been declared contraband by the Russian Government and that the declaration did not apply to piece goods.

THE BLACK SEA FLEET.

The whole of the Black Sea Fleet is under orders to be held on a complete war footing from the 1st of August next. In the meantime,

divided into two squadrons, the fleet has been executing a series of practical evolutions in Crimean waters. The mobility instruction includes the destroyer flotilla, but excepts the torpedo-boats. No explanation of the object of this Admiralty mandate is given, but it is generally believed that some arrangement with Turkey is contemplated by which the Enxine and Baltic squadrons may be combined for services in the Far East.

HOW THE RUSSIAN COMMUNICATIONS ARE GUARDED.

An interesting account is given in the *Norvich Freeman* of the methods adopted by the Russians for keeping watch over the Manchurian railway.

The writer says:—The two attempts made to destroy the Manchurian Railway, the first by two disguised Japanese officers, and the second by five Chinamen, who placed dynamite cartridges on the permanent way just before the passage of a train, show that this is a danger which we must reckon with seriously. Let us see how the work of guarding the line is carried out.

This service requires a special force of frontier guards, consisting of fifty-five squadrons of cavalry, fifty-five companies of infantry, and six batteries of artillery; altogether 25,000 men, spread over a stretch of country about 1,250 miles in length. This number, seemingly, is inadequate, but, although the troops never know what point is threatened with attack, the bands are equally at a disadvantage, as they may come into collision with a detachment of the railway guards, who are constantly patrolling not only the entire length of the railway line, but also the country for thirty miles to the right and left. Moreover, the work of the patrols is facilitated by the fact that the Chinese have a horror of the darkness, shutting themselves up in their houses at sunset, and not emerging again until it is broad daylight.

For the Russians, however, not only does night possess no terrors, but they prefer to carry out their missions under cover of darkness. This is consequently no doubt that a man captured at night is either a Hunlar or a Japanese in disguise. By day it is difficult to distinguish peaceful Chinamen from Hunlars, the only difference being in the arms carried by the latter. After an attempt on the line the bands make off at full gallop in the direction of the villages. They hide their arms, and then, with the most natural air in the world, confront the soldiers mingled in the crowd of villagers, who do not dare to denounce them for fear of subsequent vengeance.

Besides hunting Hunlars, the frontier guard has to defend the railway from possible attacks by Chinese regular troops. Bridges, tunnels, and all the principal points are defended by strong detachments with artillery. The Chinese soldiers and the Hunlars are dangerous in this sense, that they compel us to snort our forces. The soldiers are not braver than in 1900, but it is difficult to get out of the way of a dynamite cartridge, which is always easy to lay on the rails at the time when a train is passing. What is especially important is to prevent the execution of an outrage which would stop railway communication for a prolonged time. In this connection we can be sure that, stimulated by the indefatigable activity of the chief, General Tschichagoff, the frontier guard will be fully equal to the task before it.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board will be held to-day at 4.15 p.m.

ORDERS OF THE B.Y.
1. Mr. E. A. Hewett, pursuant to notice, will move that—
No prosecutions be instituted by any Officer deputized by the Board under Section 29 of the Public Health and Buildings Ordinance, 1903, until the matter has been approved of by the President of the Sanitary Board, or in his absence, by the Vice-President.

2. Reply from Government to the Board's recommendation relative to the erection of a latrine for coolies at the A.K. near the tramway terminus.

3. Minute by the Medical Officer of Health recommending that the between 76 and 78a First Street, on Island L.N.O. 620, be closed.

4. Further correspondence re the application for exemption from provisions of Sub-section 1 of Section 180 of the Public Health and Buildings Ordinance, 1903, in respect of No. 438, Des Vœux Road.

5. Further correspondence re the application for exemption from the provision of backyards for Nos. 140 to 158 Reclamation Street, Yau-mai.

6. Further correspondence relative to the application for permission to retain the water-closet and urinals on premises No. 44, Queen's Road Central.

7. Application for modification of the requirements of Section 55 of the Public Health and Buildings Ordinance, 1903, in respect of Nos. 3 to 31, Reclamation Street, Mong-ko-tui.

8. Application for exemption from the provision of a scavenging, and for a modification of the requirements of Sub-section 1 of Section 180 of the Public Health and Buildings Ordinance, 1903, in respect of Nos. 43 to 49, Kramer Street, Tsik-tui.

9. Application for exemption from complying with the requirements of Section 180 of the Public Health and Buildings Ordinance, 1903, for a permit to erect and maintain a screen on the verandah of 18, Bank Buildings.

10. Application under Section 139 of the Public Health and Buildings Ordinance, 1903, for a permit to erect and maintain a screen on the verandah of 18, Bank Buildings.

11. Application for permission to land pigs at a pier to be located at Hunghom, opposite the slaughterhouse.

12. Application that premises No. 16, Shan Shui Po, ground floor, may be registered as a bake-house.

13. Mortal statistics for the week ending 11th June, 1904.

14. Lining return for the fortnight ending 21st June, 1904.

15. Rat return for the fortnight ending 27th June, 1904.

T. A. HAMMER, Secretary.

HONGKONG GENERAL
CHAMBER OF COMMERCE.

At a monthly meeting of the General Committee of the Hongkong General Chamber of Commerce held in the Chamber Room, City Hall, on Tuesday, 7th June, 1904, at 3.15 p.m.

PRESENT:—Messrs. E. A. Hewitt (Chairman), D. R. Law (Vice-Chairman), Hon. W. J. Gresson, Messrs. N. A. Sides, J. R. M. Smith, H. E. Tomkins, R. C. Wilcox, A. G. Wood and A. R. Lowe (Secretary).

Minutes of meeting held on 11th ultimo were read and confirmed.

NEW MEMBERS.

The Secretary reported that since the last meeting the following had been elected to membership subject to the confirmation by the Members at the next Annual Meeting:—

Fire Insurance Association of Hongkong.
Abdullah Ibrahim & Co.

ST. LOUIS EXPOSITION.

Read letter from the Philadelphia Commercial Museum inviting Hongkong business men visiting the Exposition to make use of the Institution's Special Office in the Manufacturers' Building, where information on all American trade matters can be obtained.

QUARANTINE REGULATIONS.

Letters were read from the Hon. Colonial Secretary informing the Chamber that the Governments of Siam, Madras and Bengal had declared Hongkong to be infected with plague.

KOWLOON-CANTON RAILWAY.

Read answer to the Chamber's representations to the Government on the subject of the Kowloon-Canton Railway, in which it was stated that His Excellency the Officer Administering the Government is sparing no efforts which are likely to assist in bringing about as speedily as possible the realisation of the project.

HEALTH OFFICER OF THE PORT.

The following correspondence was read:—

Hongkong, 14th May, 1904.

Sir,—I have the honour to refer you to my letter of the 29th January and your reply of the 24th February last with regard to the question of the medical inspection of steamers under the present system, and I now beg to convey to you, for the information of His Excellency the Officer Administering the Government, the Committee's extreme regret at the decision arrived at by the Government in this matter.

They desire me to point out that as far back as three years ago the Chamber represented to the Government the necessity that existed of employing two medical Port Officers whose whole time would be devoted to the inspection of vessels, unless the right of private practice amongst the shipping be conceded to them, and also that an additional launch should be placed at the disposal of the Department. His Excellency Sir Henry Blake recognised the need for further assistance to the existing staff and implied that a more radical change in the Officers would have been made had it not been for the long service of the present Health Officer of the Port, and it was understood that the recommendations of this Chamber would be approved if the system then brought into force still proved inefficient.

With regard to your defence of the present officers my Committee do not dispute the fact that cases arise which it is impossible for Dr. Key to diagnose a case at first sight, but they are strongly of opinion that needless delay of steamers should not be occasioned by the necessity of awaiting the conveniences of the private practice of the Health Officer or his partner. This point was fully touched upon in the 5th paragraph of my previous letter, and with reference to Dr. Key's powers it may be remarked that however wide they are he would naturally be diffident in exercising them in consequence of the position he holds vis-à-vis his superiors.

During the Spring and Autumn sessions the work of the Health Officer of the Port is much increased, and it is often necessary for two Officers on duty at the Harbour at the same time, especially in a forenoon. In addition to this when engagements have to be passed the services of one Officer are required for a considerable time. The consequence is that other vessels are kept waiting for an unreasonable period, which could be avoided were another Officer always available for this work.

The work of the Cor is also delayed by the slowness of the port launch employed. It has been described, one of the slowest launches in the Harbour, and as many anchorages in the Harbour are a considerable distance from one another a valuable time is lost to the Health Officer's money to shipowners, through the consequent detention of the ships. His Excellency the Officer Administering the Government will doubtless readily recognise that this state of affairs should not exist in such an important port of Hongkong, and the Committee will be glad when two faster launches will be placed at the disposal of the Health Officer of the Port's Department to remedy this matter.

The Committee of the Chamber has always been of opinion that the limited prosperity of the Colony depends on the increasing facilities available to shipping and it is probable that only so long as it runs a cheap port will its pre-eminence last. In short, in despatch is a great factor producing this result, and Hongkong should not lag behind any other port in the arrangements made by the Government to avoid delays. In my previous letter it was pointed out that the funds derived from the shipping more than ample to meet the cost of establishment of a Health Officer of the Port's Department, whose staff would be solely available for the Government work amongst the ships.

I have the honour to be, Sir,
Your obedient servant,
(Sd.) A. R. Lowe,
Secretary.

Hon. A. M. Thomson,
Colonial Secretary.

COLONIAL SECRETARY'S OFFICE.

6th June, 1904.

Sir,—With reference to your letter of 14th May, I am directed to state for the information of your Chamber that His Excellency the Officer Administering the Government has carefully considered the question, but regrets that he does not see his way to carry out the recommendation made with reference to medical inspection of steamers.

I have the honour to be, Sir,
Your obedient servant,
(Sd.) S. B. C. Ross,
for Colonial Secretary.

The Secretary, Chamber of Commerce.

The Secretary was instructed to reply that the decision of His Excellency the Officer Administering the Government had been noted with regret.

TARIFF QUESTION.

The following letters were read:—

Hongkong General Chamber of Commerce,
Hongkong, 13th May, 1904.

Sir,—I am directed to acknowledge the receipt of your letter of the 27th ultimo inquiring whether the Chamber had any remarks to offer on the Tariff Question or whether it is in a position to furnish any statistical or other information relating to this Colony with reference to a similar communication from the Secretary of the Tariff Commission to the Government.

With regard to statistics of trade, the Government is well aware that apart from those relative to shipping and published in the Harbour Master's annual report, there is no reliable data to work on. The trade of the port of Hongkong is almost entirely that of transhipping, due to its unique position at the mouth of the river on which the chief markets of South China are situated. The local productions of the Colony are practically non-existent, and the manufactures are at present limited to refined sugar, cotton yarn, rope, cement and the building of launches and river steamers.

From an Imperial point of view it is obvious that if British shipping is to hold its position against foreign competitors equal facilities should not be granted the latter in British ports unless the same favourable treatment is accorded British shipping in their ports. In the majority of cases this is denied to British shipping.

On the other hand an enormous volume of trade, a large percentage of which is not British, centres in Hongkong for distribution to China, the Philippines and other non-British territories, and it is of vital interest to Hongkong that every endeavour should be made by this Colony's Government to attract this foreign trade to the port.

His Excellency the Officer Administering the Government will therefore, the Committee trust, take steps to keep before the home authorities the impossibility of viewing the question of fiscal reform from a strictly Imperial point of view when the time comes for fixing the part Hongkong is to play in the movement, and I am to state that the business community of this Colony as represented by this Chamber is watching the various stages which the movement is taking in England with great interest. My Committee will therefore be glad if His Excellency will kindly give instructions to forward copies of any communications on the subject so that, should it ultimately be decided to seriously deal with the whole question, full opportunity will be available to the Committee for advising him of their views on the various points which are calculated to affect the trade of Hongkong.

I have the honour to be, Sir,
Your obedient servant,
(Sd.) A. R. Lowe,
Secretary.

Hon. A. M. Thomson, Colonial Secretary.

Colonial Secretary's Office.

16th May, 1904.

Sir,—I am directed to acknowledge with thanks the receipt of your letter of the 15th instant and to inform you that copies of such communications as may be sent to this Government on the subject will be forwarded from time to time for the information of your Chamber.

I have the honour to be, Sir,
Your obedient servant,
(Sd.) S. B. C. Ross,
for Colonial Secretary.

The Secretary, Chamber of Commerce.

GOVERNOR OF THE SEYCHELLES.

Mr. W. E. Davidson, G.C.M., the new Governor of the Seychelles and former C. C. S. and Mayor of Colombo, was installed into his new office on the 6th instant. He went to Aden last month and there embarked on H.M.S. Fox on the 30th May. The Fox proceeded with the new Governor to the island of Praslin, one of the outlying islands of Mr. Davidson's new charge. Here the Governor stayed a day and returning to the Fox got to Port Victoria on the 6th instant. As the Fox approached the port she hoisted the new Governor's flag on the forecast. Mr. Davidson landed at 11.30 o'clock, a salute of 15 guns being fired by the warship as he left for the shore. Mr. Davidson was received by a guard of honour of blue-jackets sent ahead from the Fox. The place was very prettily decorated and all the officials and many of the principal citizens turned out to welcome Mr. Davidson, who then walked to the court-house and was there sworn in by the local Chief Justice. On the Saturday following, the new Governor held a levee, and in the afternoon a social function in the nature of an "At Home."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 29th at 11.39 a.m. The barometer has risen slightly in S. Chi and fallen in Mid-China and in the Philippines.

Gradients are moderate on the China Coast, and moderate S. winds will prevail in the Formosa Channel and strong S. to SW. winds in the China Sea.

The greatest pressure lies over the southern part of Japan and the least over the western side of the China Sea.

Forecast:—Fresh S. winds, overcast, rain.

DEVELOPMENT OF KOWLOON.

Old Hongkong residents who in the days of a more stable dollar and less competition in the markets made their "little pile" and returned to enjoy life's autumn in the homeland would, if they revisited the old Colony in the present year of grace, be astonished at its growth and the still astounding signs of further development. What is true of the Island is no less true of the old British territory on the opposite side of the harbour, and the intention of this article is to convey some idea of its present state of development.

The growth of Kowloon during the past few years has been really marvellous. Not only has it become increasingly popular as a European residential area, but it has also become a manufacturing and industrial centre of growing importance. First and foremost among the industries we must place the extensive iron-foundry, shipbuilding and docking establishment belonging to the Hongkong and Whampoa Dock Co. at Hung Hom. Here there are three large dry-docks and as many slips, and river steamers or other craft are continually in course of construction, while more damaged craft are repaired there than at any other yard in the Far East. The engineers and other European employees have free quarters in a long row of houses in the dock compound—an arrangement as convenient for the men as it is advantageous to the Company. The Cosmopolitan Dock and other works belonging to the same Company, are situated at Fuk Tsun Heung, formerly known as Sam Shui Po. At Hok-ien are the extensive works of the Green Island Cement Co., the patent slip and shipbuilding yard of Messrs. Bailey & Murphy, and a large match-factory. On the main road, south of Hung Hom, is a large glass-works. There are also several Chinese boat-building establishments. Towards Kowloon Point are numerous coal-yards near the wharves and large godowns belonging to the Hongkong and Kowloon Wharf and Godown Co. The scene is entirely businesslike, and there is every indication of still further developments.

The developments now in progress at Kowloon are numerous. To begin with Messrs. Punched, Lowther & Co. are constructing a Naval coaling pier, estimated to cost £100,000, near the Torpedo Depot. The work, which was commenced in January, has to be finished in three years—it may be finished in two. In shape the pier will be something like the trunk of a tree well bent over one side. From a broad base it will gradually assume a width of 18 feet, the length being about 200 feet. At the end will be a concrete and granite wharf, dimensions being about 250 feet long by 90 or 100 feet broad. It is on the off side of this where men-of-war are to go alongside. The depth of water there is about 25 feet, but dredgers are busily at work, it being intended to have 30 feet at low water. The pier itself will be of foreshore stone and hard rubble; some 15 25-cubic-yard boats dump their loads there daily. Concrete blocks are being made at Messrs. Punched, Lowther's extensive works at Matakook. The granite comes from quarries and blastings down the Matakook hills. Then at the summit of the chain of hills, about six miles from Yau-mai on the road to Tai-po, we see the new reservoir also in course of construction. Water-works have been established in 1873, but the supply has become wholly insufficient for the rapidly growing population. The new scheme provides for a supply of a million gallons daily.

The aspect of the water front is gradually changing. The Hongkong and Kowloon Wharf and Godown Co. are replacing their old one-story godowns with two-story godowns. Very shortly one godown will be pulled down to make room for a continuation of the new 100-ft. road leading direct to Robinson Road. The ferry wharf will be moved south to this locality, so that Kowloon residents will no longer have to thread their way through a maze of cargo work. Reclamation work by the Hongkong Land Reclamation Co. to the east of the godowns, has for some months been in progress. A temporary railway runs from the ballast ground at the back of the Glass Works to the area being reclaimed. The Little Midge, a locomotive, may be seen dragging long strings of earth-trucks from one terminus of the line to the other. A visit to the ballast ground makes one realise that while the Company is cutting a large slice from the harbour they are at the same time levelling land for building purposes ashore. At the ballast ground an army of coolies dressed in blue or brown dungarees and mushroom hats are daily at work with pick, shovel, and barrow. A little farther on one meets another small army of men and women breaking stone or dressing granite extracted from the red earth. As the earth is removed great boulders show themselves, and eventually roll down into the workyard below. At the beach, junks bring earth from elsewhere to a temporary filling-pier. Working onward towards Signal Hill one is suddenly brought to a standstill by a man beating a gong, and furiously waving a red flag. The reason for this becomes apparent by a loud explosion followed by a shower of rock; blasting is in progress here, also. This reclamation and levelling, of course, is preparatory to the erection of buildings. It seems quite probable, indeed, that in a few years the extremity of the Kowloon Peninsula, that is up to the range of high hills, will be completely level and all town area.

How different will be the general aspect of the place five years hence it is hard to imagine. Where the sampan people now scurry seaward from their craft or burn the old paint from the boats' bottoms, and where fishermen wade knee deep when fishing with an apparatus similar to that used at the "mighty ponds of Hampstead," as described by Charles Dickens, we shall have a neat Frayn—perhaps as

an esplanade, but more likely as eligible ground for palatial offices or sumptuously furnished houses. King's Park, with its prospective beauties, will take the place of waste lands, where the wild-looking water-buffaloes now graze after their daily toil is ended. Many of the new roads with their trimmed green hedges intermingled with fragrant red, white, yellow and purple blossoms, or perchance coconut palms showing over meadow bamboo, will be replaced by rows of modern houses. Perhaps the suggestion may be worth considering whether, instead of these unlovely terraces, the future building developments may not be designed rather in the form of squares with a grass plot in the centre for use as tennis courts. Kowloon has a great future yet before it, as we shall all quickly recognise when once we see a start made with that much-desired but long-delayed railway which must some day connect Kowloon with Canton.

POLICE COURT.

Wednesday, 29th June.

BREWER Mr. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

AN OLD TRICK.

A Chinaman was charged with larceny. A passenger from Canton by the river steamer Kwong Tung missed his box, containing property to the value of \$185, on his arrival at Hongkong. It turned out that the defendant had left his own goods behind, and taken the more valuable property belonging to the complainant instead. The man was sentenced to six months' imprisonment, and six hours' stocks.

THEFT FROM AN ENGINE YARD.

The coxswain and a fireman from the steam-launch *Bel* were charged with stealing brass from the Kwong Hip Loong, an engine yard at Shatipo. Mr. Otto Kong Sing, solicitor, appeared for the defence. Two witnesses gave evidence that they had seen the defendants groping about in the yard, and afterwards swim off with some brass and put it on the launch. The witnesses followed and handed them over to the police. The defendants called witnesses to prove that they were only taking a swim. Mr. GomPERTZ gave the first witness, the coxswain, the benefit of the doubt, and sentenced the other man to one month's hard labour.

THEFT OF CLOTHING.

A native was brought to Yau-mai station and charged with stealing clothing. Genuinely enough, the Sergeant Interpreter recognised some of the pieces in question as his own property, and Sergt. Appleton recognised other pieces as his property. The clothes had been sent to the wash and must have been stolen when put out to dry.

The defendant was sentenced to one week's imprisonment and six hours' stocks.

DUMPING RUBBISH.

Inspector Langley charged a house-boy with dumping rubbish at Tsim-sha Tsui. The complainant asked his Worship to deal with the defendant severely, there had been many cases of this description lately. The man was fined \$10 or one month's imprisonment.

THEFT FROM A STEAMER.

The 3rd mate of the s.s. *Taiyuen* charged a Chinese coolie with stealing 2 cwt. of coal. The defendant said he had not committed a theft, and had no criminal intentions. He only took the coal away to burn. A sentence of three weeks' imprisonment, and six hours' stocks was imposed.

THE "HEATHBURN" CASE.

The Carpenter of the s.s. *Heathburn* was charged on remand with attempting to kill a quartermaster.

The Assistant Superintendent of the Government Civil Hospital gave evidence that at 2.15 a.m. on the 6th inst. the quartermaster was admitted into hospital with gunshot wounds on the left arm, shoulder and chest. The left lung was pierced by one of the shot. Altogether there were about 30 wounds (the shot used being No. 4). The man was not yet discharged from hospital, but he was out of all danger. Witness judged that in four to six months the man would be perfectly well. The arm was still stiff, this stiffness being the result of an inflammation due to the presence of pellets. The man would never get rid of some of them; the operation to remove them would not be worth the risk. This, however, would not prevent him from being as well as he used to be. The man, evidently, got the outside of the charge; if he had got the charge full in the chest it would have killed him. Witness estimated that the gun must have been fired from a distance of about 20 feet—that was judging by the penetration, and scattering of the shot.

The quartermaster who was shot gave evidence that on the morning of the 6th inst., while the steamer was lying at Wanchai, he relieved another quartermaster at the gangway for the midnight watch. The man told him to keep a watch for sampans. A sampan came along and some Japanese on board tried to get into her. This he would not allow, but shoved them back. He heard the noise of a gun and was shot in the shoulder. The captain and chief mate sent him to hospital.

His Worship—Any questions?
Defendant—That is not true, Sir.
There were no questions.

The steward of the steamer, a Chinaman who was recently fined \$50 for aiding and abetting the stowaways, gave evidence that he, in partnership with the defendant, had stowed away nine Japanese women and one man at Moji. Three Japanese, two women and a man, were brought into court. The man, who had a prison crop, made a low bow to the magistrate.

His Worship—Do you recognise these?
Witness—Yes, these are three of the stowaways.

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(39)

SHIPPING NOTES.

WEATHER AT SEA.

H.M.S. *Vesta* arrived from Singapore yesterday. She reports strong monsoon with heavy rain.

The *Haitan* from Foochow experienced strong N.E. winds with heavy rain from Foochow to Amoy, thence to Hongkong strong S.W. winds and heavy rain.

STEAMER MOVEMENTS.

The O. & O. steamer *Doric*, with mails, &c., from San Francisco to the 1st inst., sailed from Shanghai for this port yesterday at noon.

The P.M. steamer *Siberia*, with mails, &c., from San Francisco to the 11th inst., leaves Yokohama for this port via Kobe, &c., today, the 30th inst.

The C.P.R. steamer *Tartar* left Vancouver on Monday, the 27th inst., p.m., for Hongkong via the usual ports of call.

The C.C. steamer *Clavel* left Moji for this port on the afternoon of the 27th inst., and is due to arrive on the 2nd prox.

The A.A. steamer *Hansa*, from New York, left Singapore for Manila on the 16th inst., p.m., and is due here on the 4th prox.

The Indo-China steamer *Kamsang* left Calcutta for this port via the Straits on the 26th inst., and may be expected here on the 12th prox.

The P. & A. steamer *Nieuwedi* arrived at Yokohama on the 28th inst., and left for this port on the 29th, where she may be expected on the 10th prox.

The H.A.L. steamer *Budula*, from Hamburg, will leave Manila for this port on Saturday, the 2nd prox., and may be expected here on the 5th prox., at daylight.

The N.G.L. steamer *Tschia* left Singapore for this port yesterday, and may be expected here on the 4th prox.

SUBMARINE MINES AND MERCHANT SHIPPING.

On the 25th ult. the *Marine Insurance* correspondent of the *Times* wrote:—Although the presence of floating mines in the Yellow Sea has come into prominence lately owing to the loss of the battleship *Hatsue* and the reports from the *Times* steamer *Huima*, the risks to merchant shipping and transports from this cause have been before underwriters for some time past. Since the accidental destruction of the Russian mine vessel *Yankee* it has been clear the danger from stray mines was considerable. Underwriters trading in the Far East are insured against marine perils under 12 months' policies, and it is only when these policies come forward for renewal that the special hazards can be considered. Loss through the explosion of a mine would, as a direct consequence of hostilities, be excluded from the perils insured against under an ordinary marine policy, but, unless the cause of loss could be proved, marine underwriters would have to pay. That the risks are likely to fall on marine policies instead of on special war-risk policies is appreciated by underwriters, and a large neutral steamer with coal from the United Kingdom for Japan was insured today against war risks at 35 per cent, which shows no advance in rates. A neutral steamer with oil from the United States to Japan was placed against similar risks at 35.40 per cent. The war risks on the *Times* steamer *Huima* were written quite recently at 22 per cent for three months, but there was to-day some inquiry for reinsurance, in view of the floating mines reported by your Special Correspondent.



TELEPHONE NO. 17.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

**PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION**

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

DR. NEWELL WILSON. DR. WILLIAM DANIEL

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M., and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building).

Hongkong 18th, February 9410

INTIMATIONS

THE

ROBINSON
PIANO Co. LD.UPRIGHT IRON
GRANDSMANUFACTURED BY US
ARE TO BE
ABSOLUTELY DEPENDENT ONTHERE IS NO PIANO SO WELL
ADAPTED TO STAND THE
HONGKONG CLIMATE.THE MATERIAL IS OF THE BEST
AND THOROUGHLY
SEASONED IN THE COLONY.

WE GUARANTEE THEM FULLY.

Prices \$400; Upwards.

BABY
GRANDS

ONLY 5 FEET LONG.

Hongkong, 8th June, 1904. [1109]

THE
JOB PRINTING
DEPARTMENTOF THE
"HONGKONG DAILY PRESS"
IS REPLET WITH ALL THE LATEST
AND MOST UP-TO-DATE APPLI-
ANCES FOR THE PRODUCTION OF
FIRST-CLASS WORK.ALL DESCRIPTIONS OF
ILLUSTRATEDCATALOGUES,
CIRCULARS,
VISITING CARDS,
ANDCOMMERCIAL
PRINTINGTURNED OUT ACCURATELY, AND
WITH THE FASTEST DESPATCH,
UNDER THE RECT SUPERVISION
OF EXPERIENCED EUROPEANS.

BOOK BINDING.

MACHINE LING,
GO LETTERING,
AND

MARBLING, ETC.,

ALL EXECUTED AT THE PREMISES
AT THE SHORTEST NOTICE.LAW WORK,
LEDGERS AND ACCOUNT
BOOKSA SPECIALITY, AND AT PRICES
WHICH COMPARE FAVOURABLY
WITH ANY OTHER PRINTING ESTA-
BLISHMENT IN THE FAR EAST.
ESTIMATES FURNISHED.

Hongkong, 1904.

A. LING CO.,
FURNITURE,
PLATED GLASS, CROCKERY
WARE, &c., &c.; 200 CHOW
LAQUERELARE,
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September 1903. [13]

INTIMATIONS

THE EASTERN EXTENSION AUSTRA-
LASIA AND CHINA TELEGRAPH
COMPANY, LIMITED.REFERRING to the notice of 24th March
1904, the sender of telegrams are hereby
advised that from the 1st July next, the charges
for telegrams will continue to be collected at
the rate of FORTY-FIVE CENTS to equal
One Franc, such rate being subject to revision
after three months.J. M. BECK,
Superintendent.
Hongkong, 22nd June, 1904. [1543]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General
Managers of A. S. Watson & Co.,
Limited, hereby invite applications from the
Shareholders of the Company for the issue of
30,000 new shares of \$10 each at a Premium of
10 per cent, or \$11 a share.Each Registered Shareholder on the 28th day
of September, 1904, applying for the New Issue
will be entitled to one share for every two shares
registered in his name. Shares not applied for
by those entitled to apply will be dealt with by
the General Managers in accordance with
Article 10 of the Company's Articles of
Association.Applications for Shares in the New Issue will
be received by the Hongkong and Shanghai
Banking Corporation in Hongkong from the
28th September, 1904, to the 30th September,
1904, both days inclusive, and the whole amount
of \$11 per share will be payable on application.
The TRANSFER BOOKS of the Company
will be CLOSED from the 28th September,
1904, to the 8th October, 1904, both days
inclusive.The present paid-up Capital of the Company
is \$900,000, divided into 60,000 shares of \$10
each, and the New Issue is required to increase
the Capital of the Company to \$990,000 divided
into 99,000 shares of \$10 each.The whole of the premium received from the
New Issue will be placed to the Credit of the
Permanent Reserve Fund.The New Issue will run for Dividend for the
three months ending 31st December, 1904, pay-
able in May, 1905.Forms of application for the New Issue can
be obtained at the Company's Offices in Alex-
andra Buildings or at the Hongkong and
Shanghai Banking Corporation in Hongkong,
Shanghai, and London.JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 22nd June, 1904. [1545]THE INDO-CHINA STEAM NAVA-
TION COMPANY, LIMITED.APPLICATION has been made to the
General Managers of this Company to
issue to the Russo-Chinese Bank of Hongkong
duplicate certificates for Two Hundred Shares
in the above Company or other certificates in
lieu thereof upon the statement that the original
certificates, viz:—Scrip No. 69 Nos. 17826, 17850 25 Shares
in the name of George Hutton
Potts.Scrip No. 379 Nos. 36389, 36429 50 Shares
in the name of Catchick Paul
Chater.Scrip No. 389 Nos. 37430, 37470 50 Shares
in the name of Catchick Paul
Chater.Scrip No. 546 Nos. 4759, 44783 25 Shares
in the name of George Hutton
Potts.Scrip No. 573 Nos. 5415, 54751 50 Shares
in the name of Solomon Sassoon
Benjamin.200 Shares
have been lost or destroyed. Notice is hereby
given that if within thirty days from the First
June instant, no claim or representation in
respect of such original certificates is made to
the General Managers they will then proceed to
deal with such application for duplicates.JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 10th June, 1904. [1469]SHAMEN (Canton) MUNICIPAL LOAN
1904.\$15,000 in 150 Debentures of
\$100, each, bearing
interest at 6 per annum, payable half-yearly.
The Debentures are redeemable at earliest in
3, at latest in 10 years.Applications for allotment may be made to
THE HONGKONG & SHANGHAI
BANKING CORPORATION,
Hongkong; or to
C. LAURENTZ,
Hon. Treasurer, Canton.
Hongkong, 24th June, 1904. [1567]

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS,
AND
GENERAL COMMISSION AGENTS.SPECIALITY: HUMAN HAIR,
No. 12, Pottinger Street, Hongkong.
Agencies:—CHEE CHEONG, Dealer in Human Hair,
SHUN LOONG, Preserved Ginger Factory,
CHOW LEUNG YEK, Fire Cracker Factory
Hongkong, 1st June, 1904. [1587]BUDWEISER
BEEREXTRA PALE LAGER IN CLEAR BOTTLES,
OF UNIVERSAL POPULARITY.ANHEUSER BUSCH BREWING
ASSOCIATION, ST. LOUIS.LEADS IN OVERSEAS AND
QUALITYThis Beer is brewed of best Sauer Hop and
finest Barley Malt only, and warranted not to
contain Chemicals in any form.The Beer is sterilized after being bottled, and
full mature age insures its fine condition in any
climate. Beautifully bright, seductively spark-
ling, and perfectly pure.F. BLACKHEAD & CO.,
Sole Agents.
Hongkong, 25th July, 1903. 41THE LARGEST BREWERY
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IN THE WORLD.THE SHAMPAN QUESTION AT
SHANGHAI.The following correspondence has passed
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and the Municipal Council:—Shanghai, 14th June.
SIR.—You have, without doubt, noticed
ports in the daily newspapers of bodies
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CHINESE PUNISHMENTS.

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—I am, Sir,
Your obedient servant,
J. P. BLAND,
Secretary.W. CARLSON, Esq.,
Harbour Master.

CHINESE PUNISHMENTS.

As we have mentioned in our paper, Wu
Ting-fang and other high officials are just now
much engrossed with the war, revising and
improving China's penal law, preparatory to an
investigation also of her civils. They have
already discovered that this such a wide
divergence between the Chinese and any Euro-
pean code that any hope of bringing them into
line is futile, and no serious effort to do this
therefore seems likely to be made. The great
philanthropic principle of punishment as a
deterrent, rather than retribution, is but very
imperfectly understood in China, where there
seems few, if any, necessary ideas of retri-
bution and annihilation. Disposing of the
possibilities of moral evolution, the Chinese
philosophy cannot do. Wu Ting-fang, how-
ever, is endeavoring to modify some of the
penalties of crime, and if possible, do away
with such details as offensive to both
foreign and Chinese alike. Foreigners
have, for instance, always with the greatest
horror the very punishment of
Linch, or stoning to death, which we
are delighted to hear is to be abolished.
Stippling, speaking, and, like originally, the
idea of Linch consisted of a fearful and wide-
scale mutilation of the limbs, decapitation,
but in practice only a forcible cut was
given to the body, on the nose, eyelid and
breast over the region of the heart we believe,
and even the suggestive of this, according
to T. T. Meadows, is to be the only
foreigner who has used the punishment
of drugs. Mr. Meadows declares that the
man he saw "afflicted death" did
not even utter a groan, he fact of such a
punishment being allowed, affords
opportunity and scope for a brutality
which is nationally detestable and which
is and abolition is more commendable.
The Chinese, on the other hand, have a very
pronounced dislike to mutilation on the
principle that a man if no more use in
another world than in this without his head.
Decapitation therefore is to go. We are
not disposed, however, to view as its substitute
the death by strangulation known as "Chao."
This gruesome means of death, if less ghastly
than the slaughtering beheading so long
associated with China and by travelling
writers, is performed by means of two ropes
passed to the back and front of the victims
neck and twisted at each by two operators
until strangulation ensues. We are informed
that it sometimes requires to be repeated
three times before it is effectual, and that
the sentence therefore may occupy from
half to a whole hour's execution. This
strikes us as backward notion up the ladder
of civilization, beside the even the gory
spectacle of a headless man after one skillful
blow is "painless death" by comparison. IfThe following correspondence has passed
between the Harbour Master at Shanghai
and the Municipal Council:—Shanghai, 14th June.
SIR.—You have, without doubt, noticed
ports in the daily newspapers of bodies
persons drowned in the Whangpu River long
from time to time being picked up in var-
ious parts of the river by the River Police, and
have been supposed that many sailors and
sailors lost their lives by falling overboard
sailors, and perhaps through foul play.At the present time no sampan plyer
hire in the harbour is at all conspicu-
ously marked for identification; all seem alike,
and therefore proposed that on and after
1st July, 1904, all sampans plying for hire
within the limits of the harbour

SHIPPING.

ARRIVALS.
 June 28, ADAMANTOR, Portuguese cruiser, 1,960, d'Antas Ribeiro, from Macao.
 June 28, CARL DIEDERICHSEN, Ger. str., 774, H. Schalknir, Haiphong and Hoikow 28th June, General.—Jensen & Co.
 June 29, CHOWSANG, British str., from Canton.
 June 29, HAITAN, British str., 1,182, T. S. Roach, Poochow via Amoy 25th June, General.—Douglas Lapaik & Co.
 June 29, KESONIA, German str., 1,115, W. Muhlmann, Bangkok 20th June, Rico and Teakwood.—Norddeutscher Lloyd.
 June 29, VESTAL, H.M. ship, 930, John Farquhar, Singapore 21st June.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 29th June.
 Chousang, British str., for Shanghai.
 Chousang, British str., for Kaitai.
 Algonquin, British str., for Yokohama.
 Petros, German str., for Saigon.
 Tyr, Norwegian str., for Hongkong.

DEPARTURES.

29th June.
 ASHLEY, British str., for Nagasaki.
 FRANK, British str., for Tientsin.
 KWANGSUNG, Chinese str., for Shanghai.
 IYAX, British str., for Shanghai.
 MOYUNE, British str., for Shanghai.
 OSCAR II., Norwegian str., for Moji.
 PAKLAT, German str., for Haikow.
 SUTHERLAND, British str., for Kure.
 TAMSUI, British str., for Manila.
 TONKIS, French str., for Shanghai.
 TAITOS, German str., for Amoy.
 WAIHORA, British str., for Amoy.

VESSELS IN DOCK.

29th June.
ABERDEEN DOCK.—U. S. S. *Fathfinder*, U.S.S. *General Almer*, H.M.S. *Sandpiper*, H.M.S. *U.S.S. Chaney*.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
 THE Company's Steamship.

"HAILOONG."

Captain Gibson, will be despatched for the above ports TO-DAY, the 30th inst., at NOON.
 For Freight or Passage, apply to
DOUGLAS LAPAIAK & CO.,
 General Managers.
 Hongkong, 28th June, 1904. [1593]
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
 THE Company's Steamship.

"HAITAN."

Captain Roach, will be despatched for the above ports TO-MORROW, the 1st July, at NOON.
 For Freight or Passage, apply to
DOUGLAS LAPAIAK & CO.,
 General Managers.
 Hongkong, 29th June, 1904. [1599]
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
 THE Steamship.

"BENGAL."

Captain G. Phillips, carrying His Majesty's Mail, will be despatched from this port for Bombay, etc., on SATURDAY, the 2nd JULY, at NOON, taking passengers and cargo for the above ports.
 Suez and Vatable, all cargo for France, and for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed from Bombay by the R.M.S. "Oriental" due in London on the 15th August.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
E. A. HEWETT,
 Superintendent.
 Hongkong, 29th June, 1904. [1]
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 Calling at Port Darwin and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."

Captain W. G. McArthur, will be despatched for the above ports on SUNDAY, the 3rd JULY, at DAYLIGHT.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 28th June, 1904. [1480]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR TRIESTE (DIRECT),
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEEN, SUEZ and PORT SAID.
 (Taking Cargo at through rates to the BRAGIAS, AS SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).
 THE Company's Steamship.

"PERSIA."

Captain Craiglietto, will be despatched as above on THURSDAY, the 1st July, P.M.
 For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
 Agents.
 Princes' Buildings.
 Hongkong, 28th June, 1904. [3]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL.	BENGAL	Brit. str.	G. Phillips	O. S. N. Co.	2nd July, at Noon.
LONDON, AMSTERDAM & ANTWERP.	YANGTZE	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	2nd July, at Noon.
LONDON, AMSTERDAM & ANTWERP.	CANDIA	Brit. str.	H. E. Kitch	O. S. N. Co.	About 5th July.
LONDON, AMSTERDAM & ANTWERP.	KINTUCK	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	19th July.
LONDON DIRECT.	SARDINIA	Brit. str.	H. E. Kitch	O. S. N. Co.	About 21st July.
LONDON, AMSTERDAM & ANTWERP.	KEEMUN	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	2nd Aug.
LONDON, AMSTERDAM & ANTWERP.	MOVENE	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	16th Aug.
MARSEILLES, HAVRE & COPENHAGEN.	P. MARIE	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	6th July.
MARSEILLES, LONDON & ANTWERP.	BENARTY	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	About 13th July.
BREMEN, VIA PORTS OF CALL.	SEYDLITZ	Ger. str.	H. E. Kitch	BERFIELD & SWIRE	6th July, at Noon.
HAVRE, BREMEN & HAMBURG.	NURNBERG	Ger. str.	H. E. Kitch	BERFIELD & SWIRE	28th July.
HAVRE & HAMBURG.	C. FRED LAEISZ	Ger. str.	H. E. Kitch	BERFIELD & SWIRE	10th Aug.
HAVRE & HAMBURG.	BADENIA	Ger. str.	H. E. Kitch	BERFIELD & SWIRE	25th Aug.
HAVRE & HAMBURG.	BAMBERG	Ger. str.	H. E. Kitch	BERFIELD & SWIRE	5th Sep.
HAVRE & HAMBURG.	ANDALUSIA	Ger. str.	H. E. Kitch	BERFIELD & SWIRE	21st July, P.M.
TRIESTE, &c. VIA SINGAPORE, &c.	PERSIA	Ger. str.	H. E. Kitch	BERFIELD & SWIRE	15th July.
GENOA, MARSEILLES & LIVERPOOL.	DIOMED	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	20th Aug.
GENOA, MARSEILLES & LIVERPOOL.	SARFEDON	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	10th July.
NEW YORK, VIA PORTS SUEZ CANAL.	SCHEUTSKILL	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	About 5th July.
VANCOUVER, VIA SHANGHAI, &c.	E. OF JAPAN	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	13th July.
VICTORIA (B.C.) & TACOMA VIA JAPAN, &c.	ATHENIAN	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	10th July.
VICTORIA (B.C.) & SEATTLE VIA JAPAN, &c.	LYRA	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	10th July.
PORTLAND, OREGON.	ONFIA	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	10th July.
AUSTRALIAN PORTS.	NICOMEDIA	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	10th July.
AUSTRALIAN PORTS.	CHINGTO	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	10th July.
AUSTRALIAN PORTS.	YAWATA MARU	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	10th July.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE.	BORNEO	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	10th July.
SHANGHAI.	CHUSAN	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	10th July.
SWATOW, AMOY & TAMSUI.	WOOSUNG	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	10th July.
FOCHOW, VIA SWATOW & AMOY.	TRIMUN	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	10th July.
TAMSUI, VIA SWATOW & AMOY.	FRITHOF	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	10th July.
TAMSUI, VIA SWATOW & AMOY.	M. STRUVE	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	10th July.
ANPING, VIA SWATOW & AMOY.	TRITON	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	10th July.
SWATOW, AMOY & TAMSUI.	HAIRONG	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	10th July.
SWATOW, AMOY & TAMSUI.	HAITAN	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	10th July.
SWATOW, CHEFOO & TIENTSIN.	CHILH	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	10th July.
MANILA DIRECT.	ZAFIRO	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	10th July.
MANILA DIRECT.	RUBI	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	10th July.
MANILA DIRECT.	SHAWMUT	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	10th July.
SINGAPORE, COLOMBO & BOMBAY.	NAKIN	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	10th July.
BOMBAY, VIA SINGAPORE & PENANG.	ISCHI	Ital. str.	H. E. Kitch	BERFIELD & SWIRE	10th July.

"BEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"BENARTY."

Captain Sarchot, will be despatched as above on or about MONDAY, the 12th July.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 25th June, 1904. [1575]

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 A.M.

FARE—(week days) 1st Class including cabin and servant, \$3. Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd and 3rd Class Single Ticket \$2. Return Ticket \$3.

Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip every Sunday, and takes only 34 hours to reach Macao.

MING-ON & CO.,
 2nd Floor, 10, Victoria Street.
 Hongkong 8th September, 1903.

HONGKONG-CANTON LINE.

THE British steamship

"YING KING."

Capt. Wm. Robinson, of 1,685 Tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class ... \$3.00 for Single journey

2nd ... 1.50

Meals ... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904. [175]

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YUK ON S.S. CO., LD.
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904. [175]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon ships, Electric Light Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila &	Sat., 2nd July, 10 A.M.
RUBI	2540	R. W. Almond	Manila &	Sat., 9th July, 10 A.M.
PERLA	1880	A. H. Noley	Manila &	Sat., 9th July, 10 A.M.

For Freight or Passage apply to
SHEWATOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 27th June, 1904. [116]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR

STEAMERS

TIL

REMARKS.

SHANGHAI

LONDON, &c.

SINGAPORE, COLOMBO, NANKIN

AND BOMBAY

LONDON AND ANTWERP, VIA

SINGAPORE, PENANG, COLOMBO, PORT SAID AND

MARSEILLES

YOKOHAMA, VIA SHANGHAI

MOJI, KOBE AND

(Passing through the Inland Sea)

Calling at Penang if sufficient inducement offers.

For further Particulars, apply to

HONGKONG, 27th June, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFDIENST.

INTELLIGENCE through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, LIVERPOOL, GLASGOW, TRINITY, VIA, PORTS IN THE

LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTHERN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAID DATE.

NURNBERG

C. FRED LAEISZ

BADENIA

BAMBERG

ANDALUSIA

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

QUEEN'S BUILDING, No. 1.

OSAKA SHOSENKAI SHI

REGULAR STEAMSHIP SERVICE BETWEEN

HONGKONG, SOUTH CHINA SEASIDE PORTS

AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,
AND HONOLULU PORTS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.	"OANFA"	On 11th July.
GLASGOW and LIVERPOOL.	"SARPEDON"	On 15th July.
GLASGOW and LIVERPOOL.	"PELEUS"	On 23rd July.
GLASGOW and LIVERPOOL.	"AJAX"	On 29th July.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP.	"YANGTSE"	On 5th July.
GENOA, MARSEILLES and LIVERPOOL.	"DIOMED"	On 15th July.
LONDON, AMSTERDAM and ANTWERP.	"KINTUCK"	On 19th July.
LONDON, AMSTERDAM and ANTWERP.	"KEEMUN"	On 2nd August.
LONDON, AMSTERDAM and ANTWERP.	"MOYUNE"	On 16th August.
GENOA, MARSEILLES and LIVERPOOL.	"SARPEDON"	On 20th August.

TRANS-PACIFIC SERVICE.
FOR VICTORIA, SEATTLE, TACOMA, and
all PACIFIC COAST PORTS, VIA
NAGASAKI, KOBE, YOKOHAMA.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
[10-11]

Hongkong, 25th June, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
PORT DARWIN, TUESDAY ISLAND, COOKTOWN, CARNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHINGTU"	On 5th July.
SHANGHAI, CHONGKING and YICHANG.	"WOOSUNG"	On 5th July.
SHANGHAI, CHONGKING and YICHANG.	"CHANGCHOW"	On 6th July.
SHANGHAI, CHONGKING and YICHANG.	"CHIHLI"	On 6th July.

The attention of Passengers directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light, Unrivaled Table. A duly qualified
Sergeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARE SINGLE AND RETURN TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
[12]

Hongkong, 29th June, 1904.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK
VIA PORTS AND SUEZ CANAL
WITH LIBERTY TO CALAT PHILIPPINE
PORTS.
Proposed sailings to Hongkong.
1904.
RICHMOND CASTLE 5th July.
"SE. FILLANS" 15th July.
"LOWTHER CASTLE" 31st July.
For Freight and further information, apply to
DODD & CO., LTD.
[14]

Hongkong, 30th June, 1904.

THE EAST ASIATIC COMPANY,
LIMITED.

FOR MAREILLES, BRE AND
COPENHAGEN.

THE Danish Steamer
"PRINSESSE M." will leave the above
ports on WEDNESDAY, the 1st July.
For Freight or Passage, apply to
MELCH & CO.,
[144]

Hongkong, 17th June, 1904.

INSULAR & ORIENT STEAM
NAVIGATION CO., LTD.

INTERMEDIATE I

New and Well Appointed Crews.
"SARDINIA" will be despatched to
LONDON on or about 21st July.
Has excellent accommodation for FIRST &
SECOND SALOON Passengers.
To be followed by the Steamship
"BORNEO",
777 Tons, about 18th August.
For further Particulars, apply to
E. A. H. T.
Superior,
[1568]

Hongkong, 24th June, 1904.

NIPPON YUSEN KAISAI
AUSTRALIAN LINE.

SYDNEY AND MELBOURNE
MANILA, THURSDAY ISLAND,
TOWNSVILLE & BRISBANE.

THE Company's Steamship
"YAWATA MARU" will be despatched as above on FRIDAY
the 2nd July, at 4 P.M.
This well-known Steamer is specially
fitted for service in the Tropics.
Fitted with superior accommodation
modern fittings and improvements
light and Refrigerator. Doctor
boarded carried.
For Freight or Passage, apply at the
Local Branch Office in Prince's Street,
1st Floor, Chater Road.
A. S. MIHARA,
Manager.
[1568]

Hongkong, 27th June, 1904.

NOTICES TO CONSIGNEES NOTICE TO CONSIGNEES.

THE P. & O. S. Co.'s Steamer

"SOTRA"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of cargo by the above-named
vessel are hereby notified that their Goods are
being landed at their risk in the
Hongkong and Poon Wharf and Godown
Company's Godown at Kowloon, where each
consignment will be sorted out, Mark by Mark,
and delivery of the same as soon as the
Goods are landed.

This vessel has on Cargo:—
From London, ex s.s. *Caledonia*,
Optional cargo will be landed here unless
instructions are given to the contrary before
5 P.M. To-day, the 27th inst.

Goods not landed by the 4th July, at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the God-
downs for examination by the Consignee and the
Company's representative at an appointed
hour. All claims must be presented within
ten days of the steamer's arrival here, after
which they cannot be recognized. No
Claims will be admitted after the Goods have
left the Godown.

E. A. HEWETT,
Superintendent.
Hongkong, 27th June, 1904.

TELEGRAPHIC
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES OF Cargo from London ex s.s.
Argonne, from Havre ex s.s. *Dordogne*,
in connection with above Steamer, are
hereby notified that their Goods, with the
exception of Opium, Treasure and Valuables,
are being landed and stored at their risks in the
Godown of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., at Kowloon,
where delivery may be obtained immediately
after landing.

Optional Cargo will be forwarded on unless
instructions are received from the Consignee
before Noon, To-day, the 29th inst., requesting
it be landed here.
Bills of Lading will be countersigned by the
Superintendent, Goods remaining on board
on Tuesday, the 5th July, at Noon, will
be subject to rent and landing charges.
All claims must be sent in to me on or before
5th July, or they will not be recognized.
All damaged packages will be examined on
Monday, the 5th July, at 3 P.M.
No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 28th June, 1904.

OCEAN STEAMSHIP COMPANY,
LIMITED.

AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"MOYUNE."

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 3rd inst.

Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M. on the 5th prox.
No Claims will be admitted after the Goods
have left the steamer's Godown and all Goods
remain long undelivered after the 5th prox., will
be subject to rent.

All Claims against the Steamer must be pre-
sented to the Underwriter on or before the
8th prox., or they will not be recognized.
No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 2nd June, 1904.

[10-11]

FOR NERVOUS
EXHAUSTION

CHAPOTEAUT'S
Phospho
Glycerate
of Lime

For Nervous Troubles
in Adults and Children

SOLD IN
Capsules, in Syrup,
and in Wine

Increases vital energy and nerve force.
Full instructions with each bottle.

CHAPOTEAUT—PARIS, FRANCE
1265-4

NEITHER THE CAPTAIN, the AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.
BOLTON, British 4-m. barque, J. McBryde—
Standard Oil Co.
LYNDHURST, British 4-m. barque, Parrell—
Standard Oil Co.
KENTMERE, British Ship, T. E. Burch—
Standard Oil Co.

Alacrity, do patch-boat, 1,700 tons, 10 guns,
3,000 h.p., Comdr. O. De Brock, cruising
off Shanghai.

Albion, battleship, 12,950 tons, 16 guns, Capt.
Fremantle, off Shanghai.

Algonquin, sloop, 1,050 tons, 6 guns, 1,100 h.p.,
Comdr. Rowland Nugent, Yangtze.

Amphitrite, 1st class cruiser, 11,000 tons, 18,000
h.p., Capt. Charles Windham, C.V.O.,
off Shanghai.

Andromeda, cruiser, 12,500 tons, Capt. Nelson
Omanney, Weihaiwei.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut. Comdr. O. M. Makins, Yangtze.

Britannia, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut. Comdr. Thos. D. Pratt, Yangtze.

Centurion, battleship, 10,500 tons, Capt. Fegen,
off Shanghai.

Cressy, cruiser, 12,000 tons, 14 guns, 21,000
h.p., Capt. Hon. M. T. Tudor, Shanghai.

Delphinus, cruiser, 5,600 tons, 11 guns, Captain
Stokes, off Shanghai.

Espiegle, gunboat, 1,070 tons, 10 guns, Comdr.
Ernest G. Barton, China-wait-tao.

Fame, torpedo-boat destroyer, 350 tons, 6 guns,
5,700 h.p., Lieut. Comdr. C. Asser, off
Shanghai.

Fearless, gunboat, 443 tons, 12 guns, Comdr.
Vaughan Lewis, Chamulpo.

Glory, battleship, 12,950 tons, 16 guns, 13,500
h.p., Captain A. W. Carter, off Shanghai.

Handy, torpedo-boat destroyer, 250 tons, 6 guns,
4,000 h.p., in reserve.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

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h.p., Captain A. W. Carter, off Shanghai.

Handy, torpedo-boat destroyer, 250 tons, 6 guns,
4,000 h.p., in reserve.

Haz, torpedo-boat destroyer, 260 tons, 6 guns,
4,000 h.p., in reserve.

Humber, sloop, 1,640 tons, Comdr. John D.
Daintree, Woosung.

Iphigenia, 2nd class cruiser, 3,400 tons, Capt.
Favcar, Hongkong.

Janus, torpedo-boat destroyer, 250 tons, 6 guns,
3,900 h.p., Lieut. Comdr. J. A. Gregory,
off Shanghai.

Kinsha, river gunboat, 331 tons, Lieut. Comdr.
Christopher P. Metcalf, on Yangtze.

Leviathan, cruiser, 14,100 tons, Capt. Hon. W.
G. Stopford, off Shanghai.

Moorth, river gunboat, 180 tons, 2 guns,
Lieut. Comdr. G. G. Webster, West River.

Ocean, battleship, 12,950 tons, 16 guns, 13,500
h.p., Captain Greet, C.M.G., Hongkong.

Otter, torpedo-boat destroyer, 350 tons, in
reserve.

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p.,
Comdr. J. Nicholas, Shanghai.

Rambler, surveying-ship, 583 tons, Comdr.
Chas. E. Moore, Amoy.

Rinaldo, sloop, 980 tons, 6 guns, Comdr. D. S.
Aubyn Wake, Singapore.

Robin, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut. Comdr. Vaughan, West River.

Rosario, sloop, 980 tons, 6 guns, 11,400 h.p.,
Comdr. Thos. Jackson Yangtze.

Sandpiper, river gunboat, 35 tons, 2 guns, 240
h.p., Lieut. Comdr. L. W. Jones, Hongkong.

Sirius, 2nd class cruiser, 3,800 tons, Capt. C. H.
H. Moore, Singapore.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut. Comdr. Ernest W. G. Davidson, on
Yangtze.

Sparrowhawk, torpedo-boat destroyer, 360 h.p.,
Lieut. Comdr. Codrington, off Chessey
Island.

Taku, torpedo-boat destroyer, 250 tons, 6 guns,
5,800 h.p., in reserve.

Tamar, receiving ship, 4,600 tons, 6 guns,
Commodore C. G. Dicken, at Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut.
Comdr. E. F. R. Dugmore, on Yangtze.

Thetis, cruiser, 3,400 tons, Capt. J. C. A.
eWilkinson, Shanghai.

Tweed, gunboat, 362 tons, 3 guns, 200 h.p.,
Lieut. Comdr. L. H. Keate, on Yangtze.

Vanguard, battleship, 12,950 tons, 16 guns,
13,500 h.p., Capt. L. C. Stuart C.M.G.,
off Shanghai.

Vestal, sloop, 980 tons, 10 guns, 1,400 h.p.,
Comdr. Stuart St. J. Parquhar, en route
Hongkong.

Vinago, torpedo-boat destroyer, 360 tons,
in reserve.

Waterwitch, surveying-ship, 620 tons, 450 h.p.,
Comdr. E. C. Hardy, at Weihaiwei.

Whiting, torpedo-boat destroyer, 360 tons, 6
guns, 5,900 h.p., Lieut. Comdr. Wells,
Shanghai.

Wiven, coast defence ship, armoured, 2,750 tons,
1,000 h.p., in reserve, at Hongkong.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut. Comdr. Hugh Somerville, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut. Comdr. Wason, Yangtze.

AVERAGE MARKET PRICES

The Prices are given in Dollar Cents.
Bremen MEAT.

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MARKET PRICES

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